



GB 2292416A

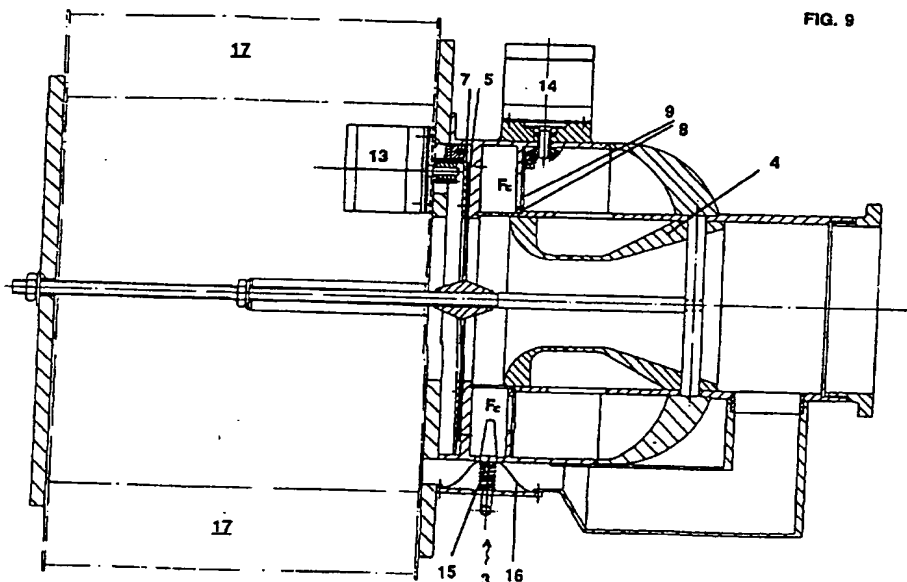
# (12) UK Patent Application (19) GB (11) 2 292 416 (13) A

(43) Date of A Publication 21.02.1996

(21) Application No 9416062.9	(51) INT CL <sup>6</sup> F02D 19/02, F02M 21/04
(22) Date of Filing 09.08.1994	(52) UK CL (Edition O) F1B BBA BB110 BB120 BB122 BB200 BB212 BB234 BB246 B2K
(71) Applicant(s) Lambda Controls International Inc  (Incorporated in the United Kingdom)  Canon House, 20 Hamilton Way, Oakham Business Park, Mansfield, NOTTINGHAM, NG18 5BU, United Kingdom	(56) Documents Cited GB 2270777 A GB 2014336 A GB 0937626 A GB 0600895 A EP 0461081 A1 EP 0319259 A2 US 4638783 A US 4064857 A
(72) Inventor(s) Michael John Wilcott	(58) Field of Search UK CL (Edition N) F1B, G3N NGE1 NGE1A NGE1B, G3R RBE72 INT CL <sup>6</sup> F02D 19/02, F02M 21/00 21/02 21/04
(74) Agent and/or Address for Service Eric Potter Clarkson St Mary's Court, St Mary's Gate, NOTTINGHAM, NG1 1LE, United Kingdom	

## (54) Valve control of engine air/fuel mixture

(57) Air flow from a filter 17 to a venturi 4 is controlled by an iris 5 operated by a stepper motor 13 dependent on the signal from an oxygen sensor in the engine exhaust gases. The flow of land fill gas into the venturi 4 is controlled by the overlap of apertures in plates 8, 9 determined by a stepper motor 14 dependent on the signal from a methane sensor. A venturi air by-pass normally closed by a diaphragm 16 or by a butterfly valve (3a, Fig. 1) is opened in response to opening of the throttle valve (T). The diaphragm 16 may open a gas valve 15.



GB 2 292 416 A

**FIG. 1**

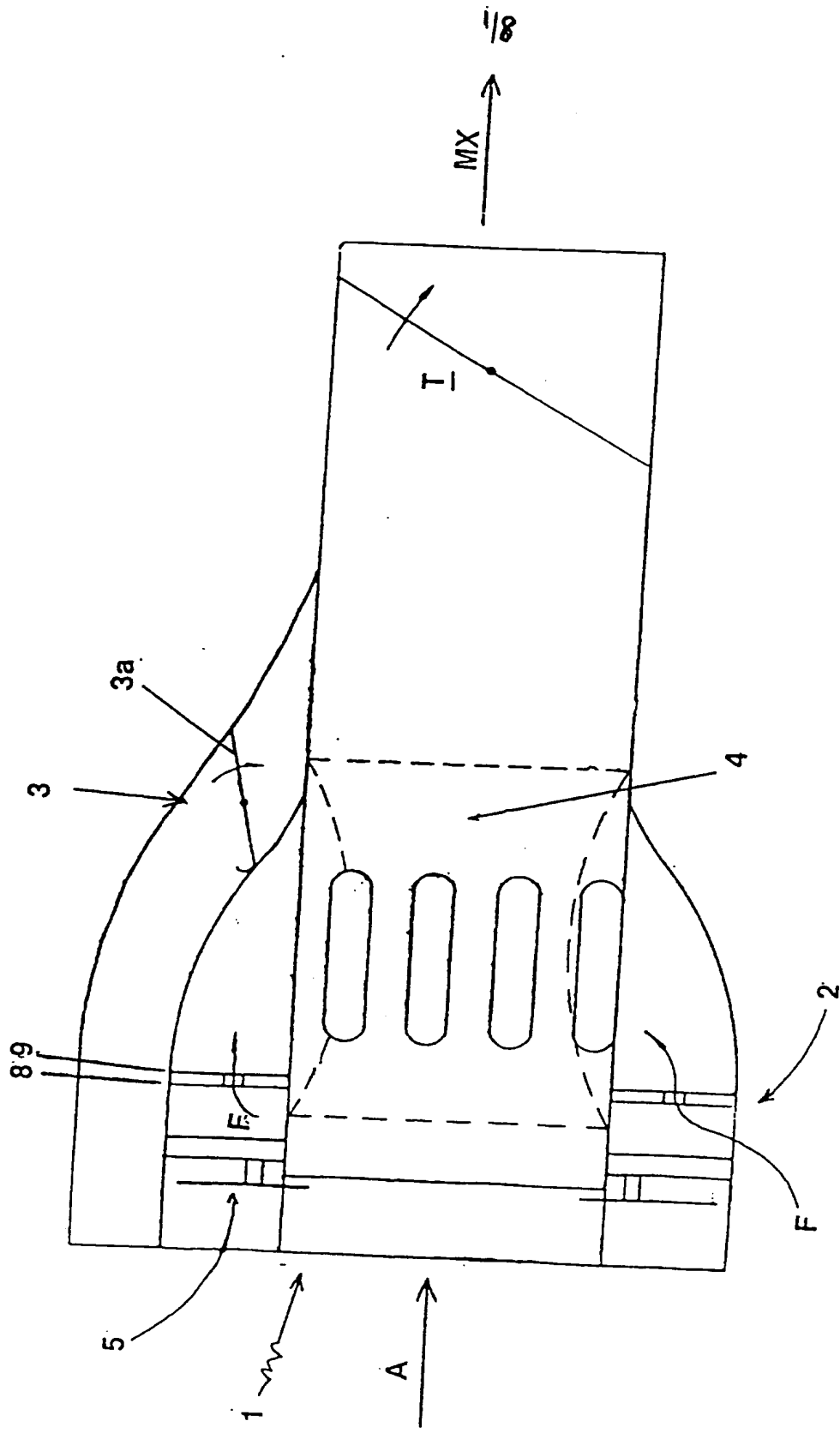


FIG. 2

2/8

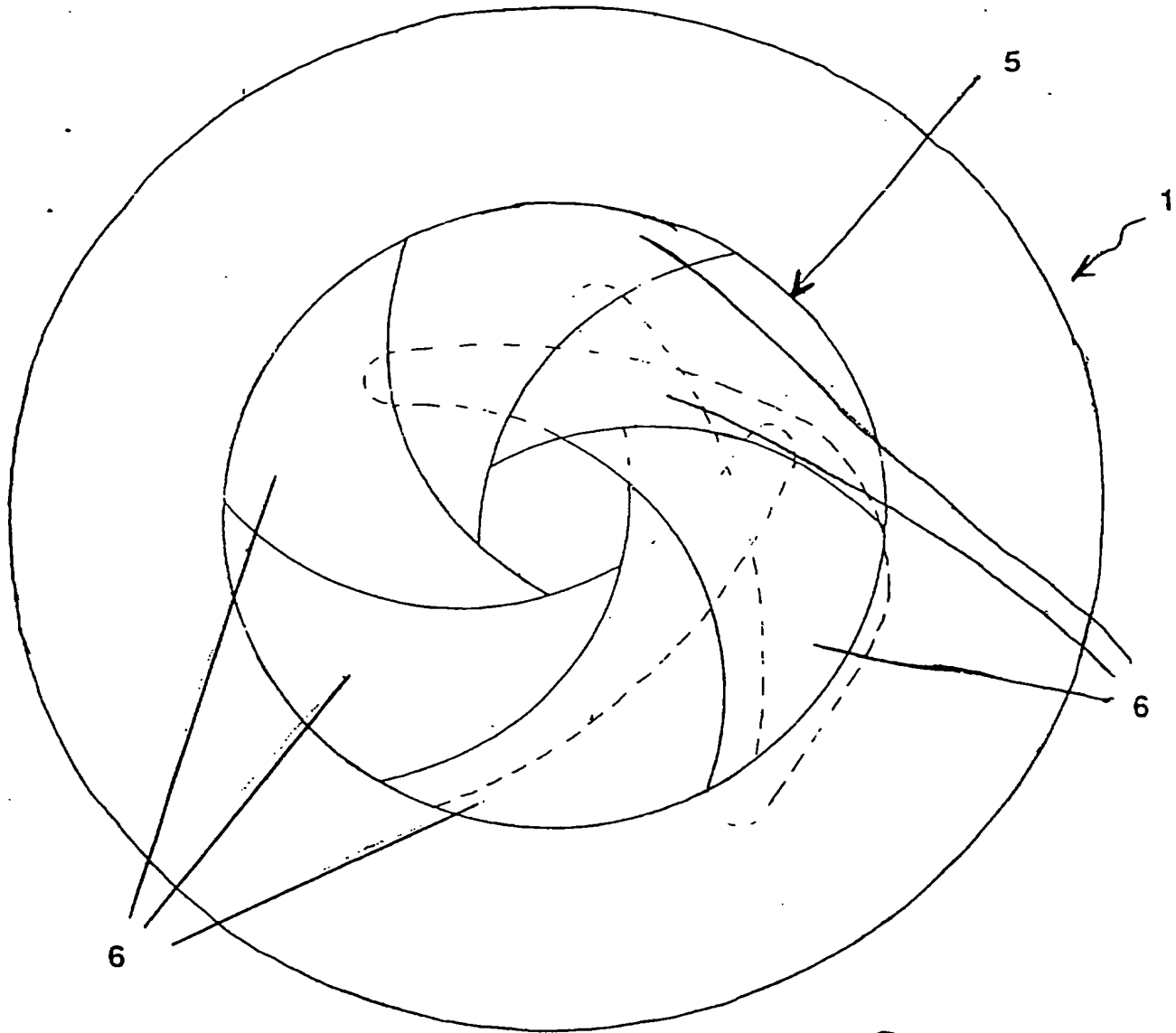


FIG. 3

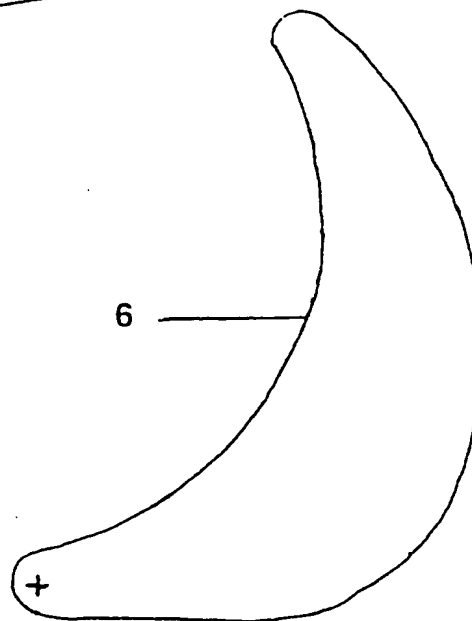
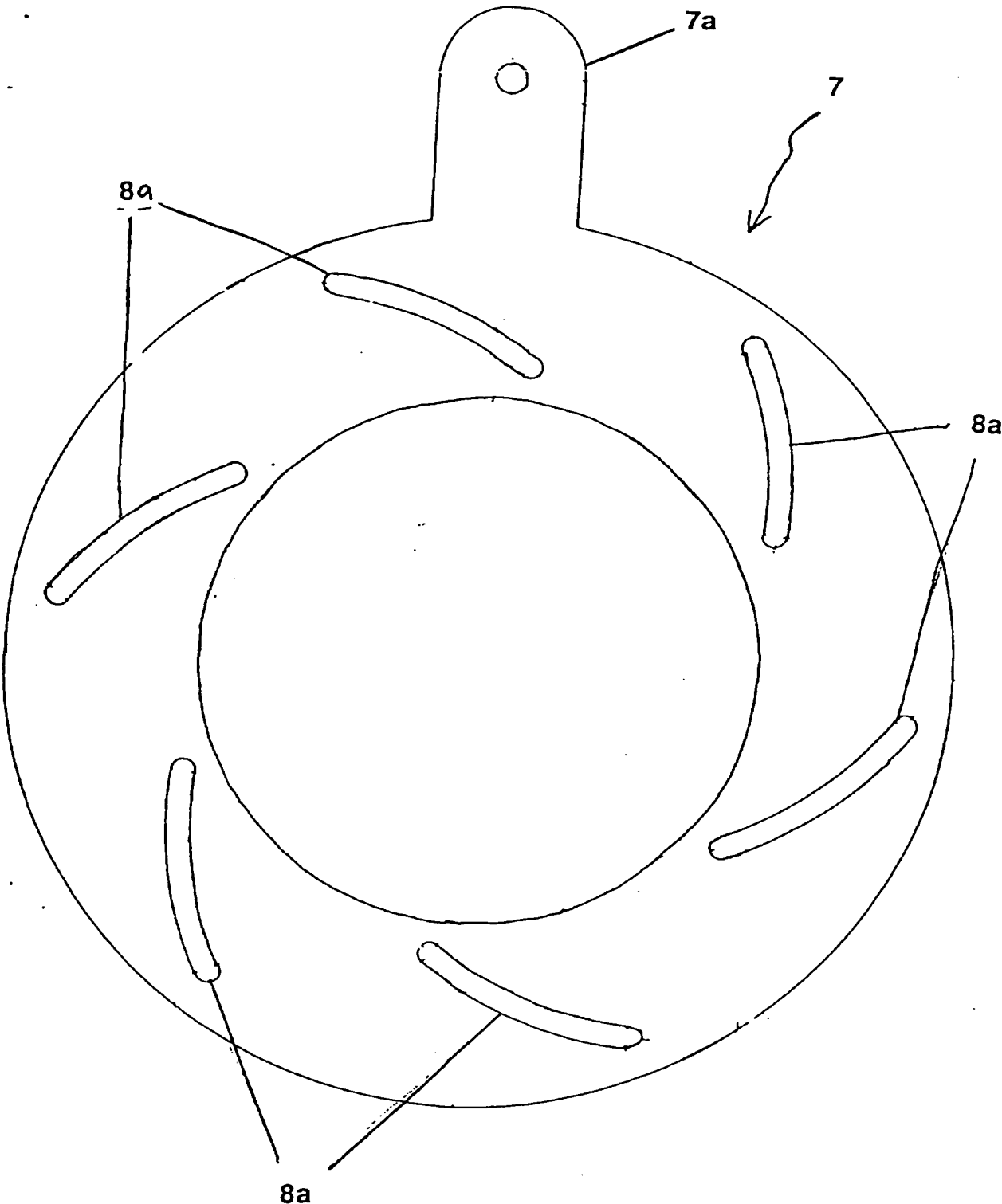


FIG. 4

3/8



4/8

FIG. 5

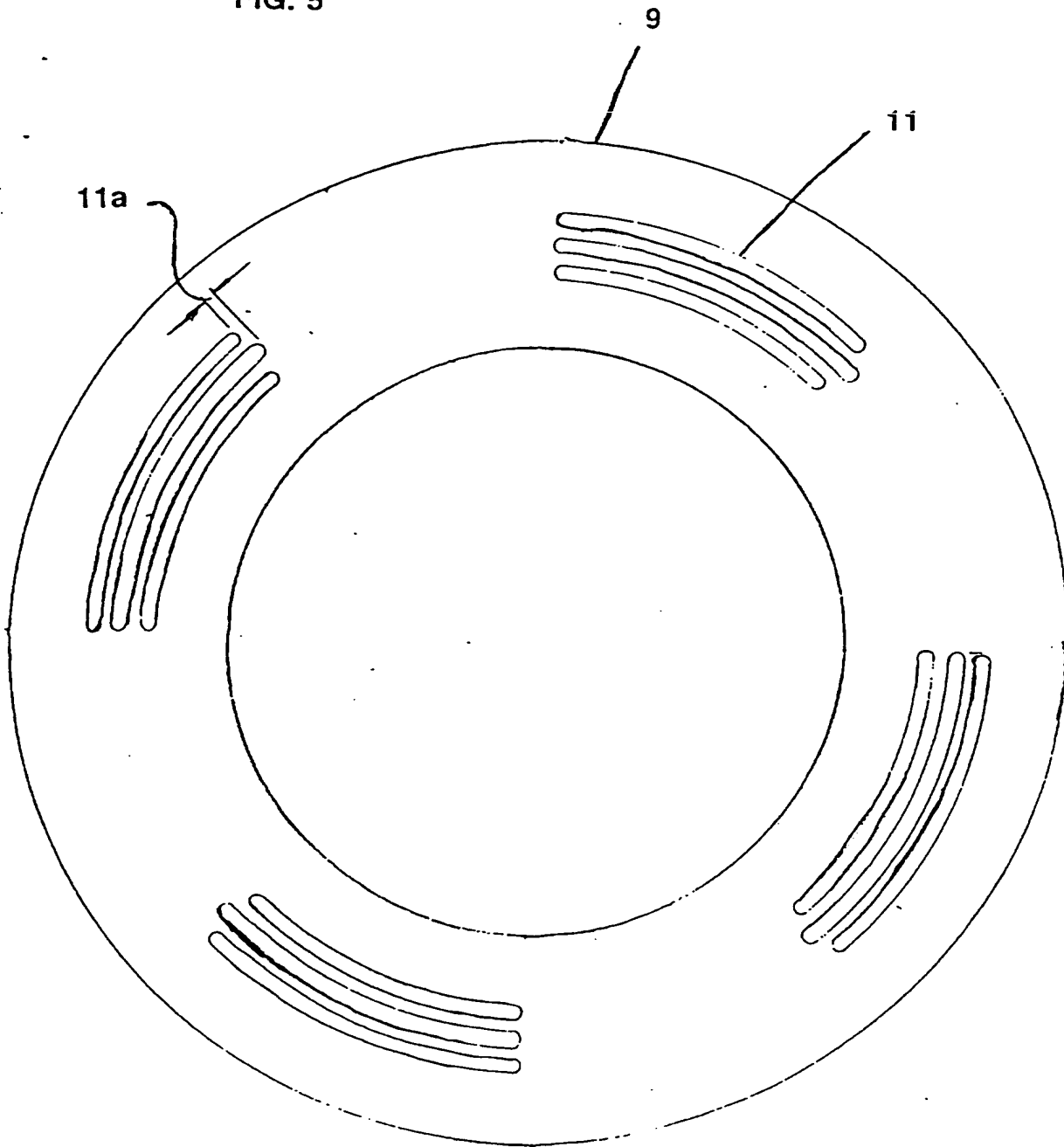
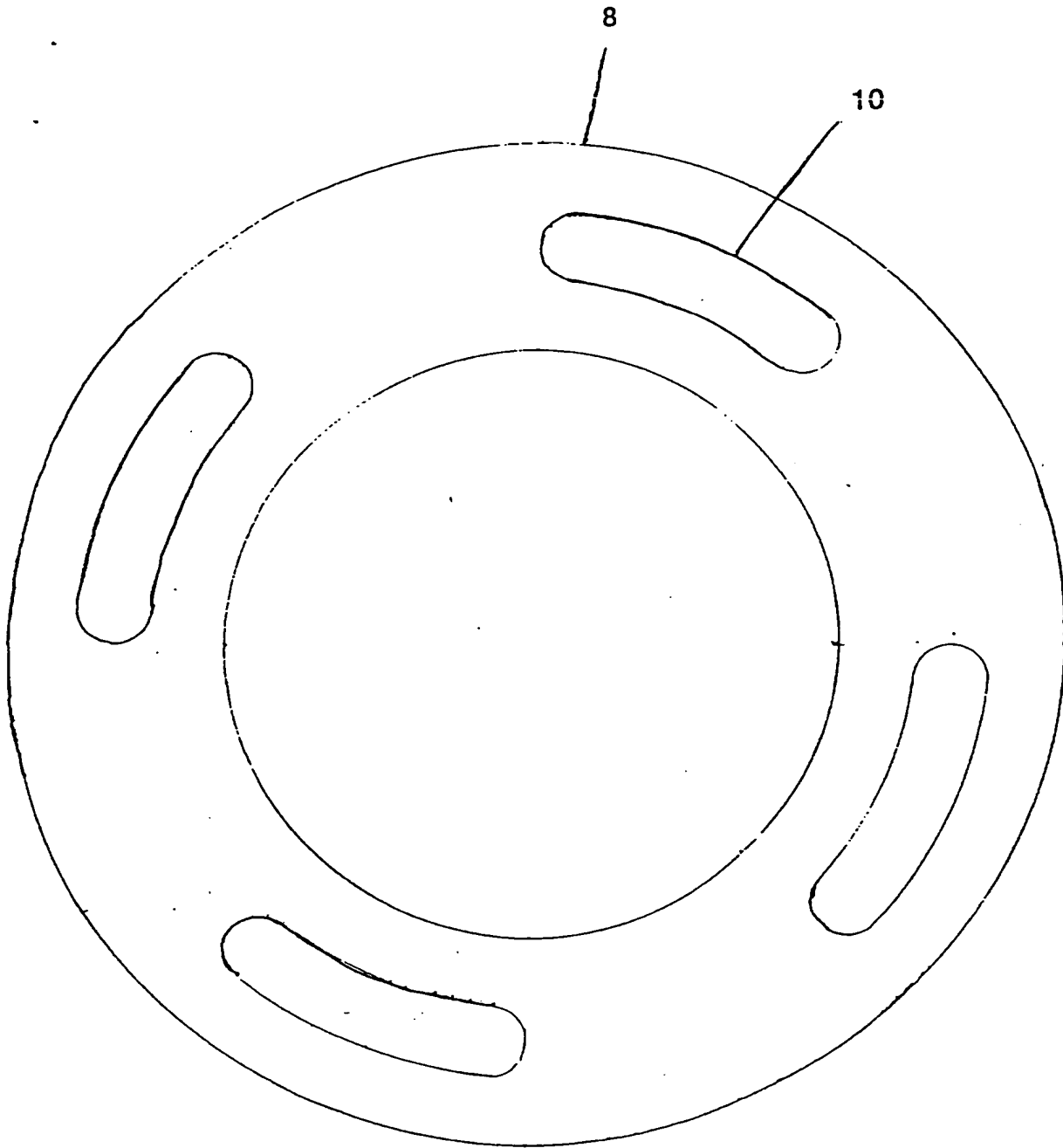


FIG. 6

5/8



6/8

FIG. 7

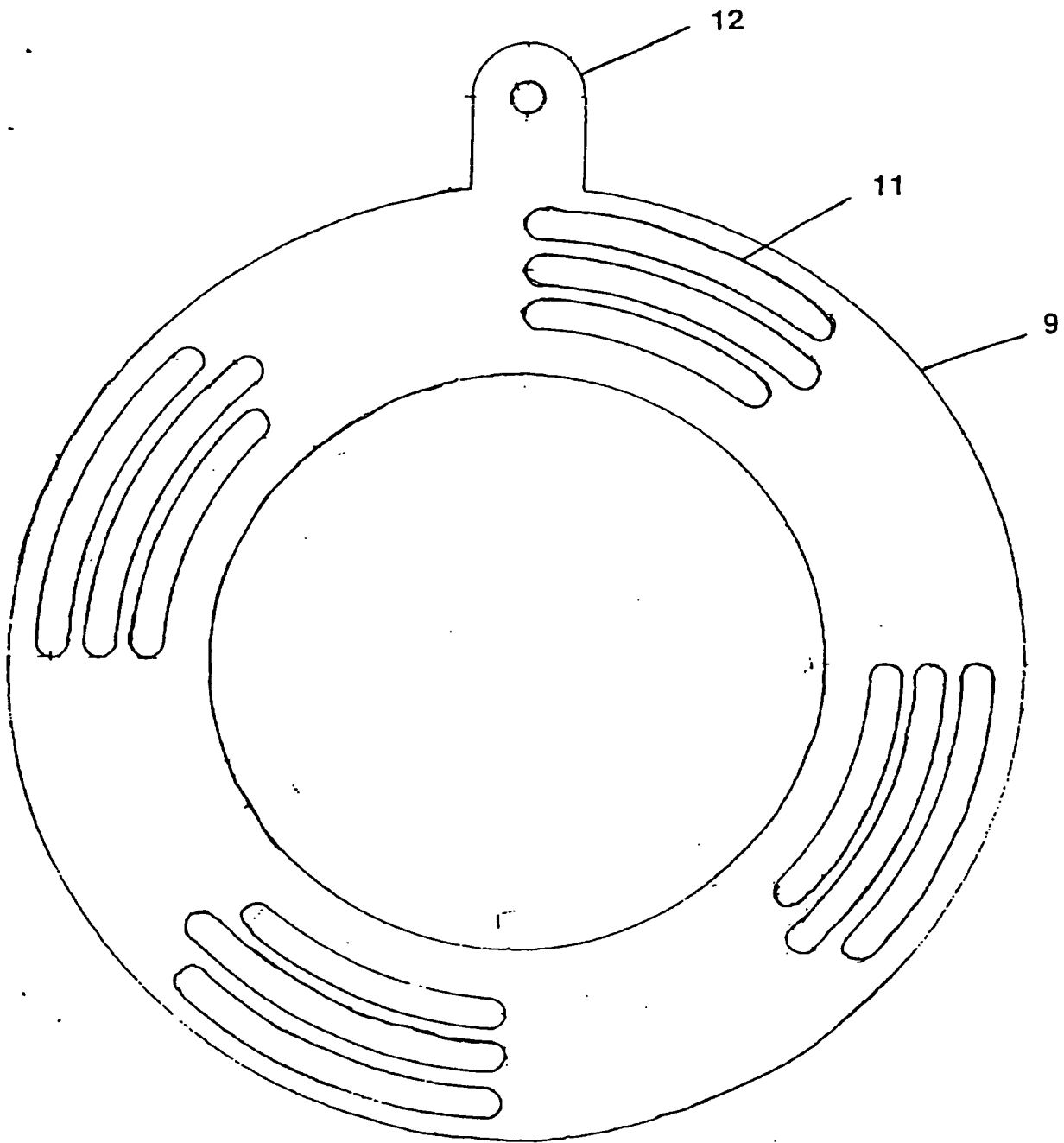


FIG. 8

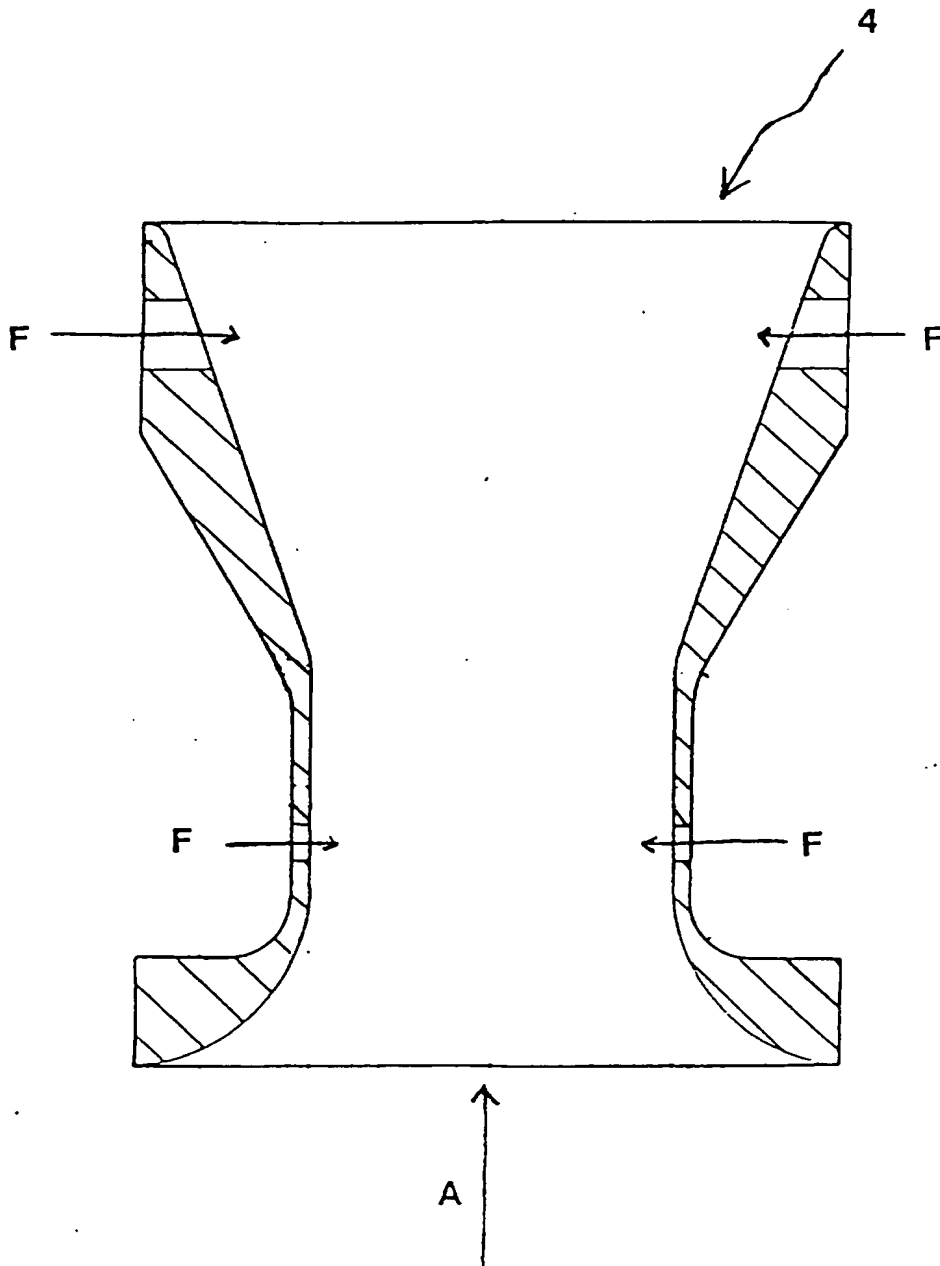
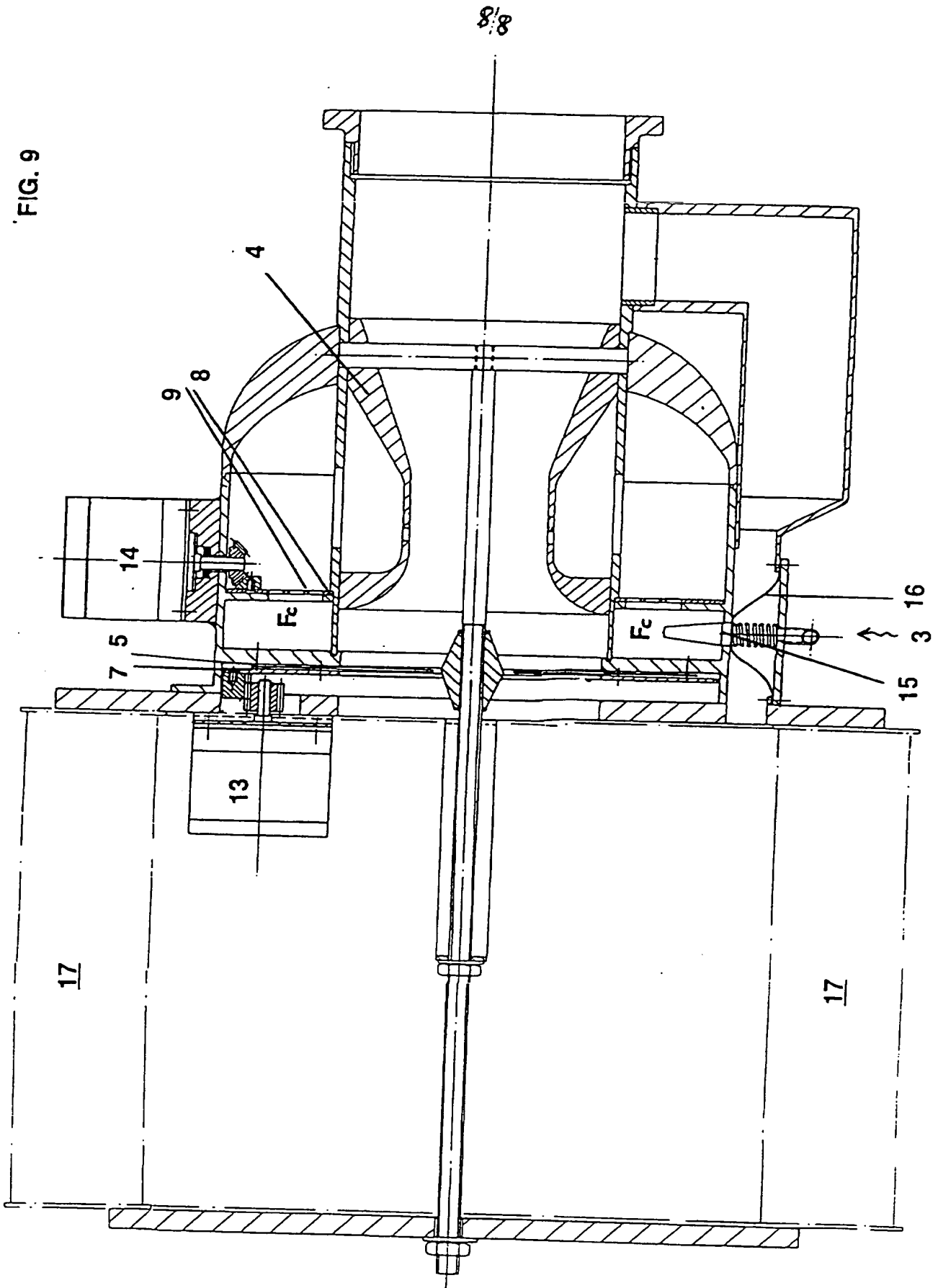




FIG. 9



## A VALVE

The present invention relates to a valve and in particular to a control valve for an engine. The valve of the invention is especially suitable for engines which run on gaseous fuels such as methane.

It is known to use an air/fuel intake control device, or carburettor, in engines which run on gaseous fuel such as methane produced on land-fill sites. Such engines are used to drive a turbine to generate electricity.

10

Known carburettors only enable the engines to work effectively if supplied with a gaseous fuel, such as natural gas, whose richness does not vary significantly.

15 Conventional carburettors fitted to engines on land-fill sites allow the engines to run satisfactorily at methane levels of 50% + or - 5 to 10%, preferably + or - 2.5%. Outside these ranges the control of the air to fuel ratio afforded by the carburettor becomes inadequate.

20 If the methane level falls below the lower limit of this working range the engine will not work properly and must be switched off until the fuel levels rise to the narrow working range. If the methane level exceeds the upper limit of the working range, methane is flared off until its level falls within the working range.

25

Clearly, this action is unsatisfactory in terms of lost revenue and environmental damage.

The above problem is very serious on landfill sites where the levels of methane in the evolved gases (known as "sour" gas) may fluctuate a great

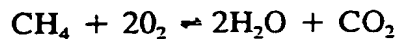
30

deal over time.

It has been proposed that the problems associated with low fuel levels could be overcome by increasing the pressure of the gaseous fuel in the carburettor. However, such an approach does not work because it does not increase the proportion of fuel in the mixture.

All gaseous fuels require a particular air to fuel ratio for combustion. For example, the combustion equation for methane is as follows:

10



Assuming that air comprises 21 % oxygen, to burn 0.0283m<sup>3</sup> (one cubic foot) of methane requires 0.2694m<sup>3</sup> (9.52 cubic feet) of air, that is,

15

$$\frac{0.0566\text{m}^3 (2 \text{ Ft}^3)\text{O}_2}{0.0059\text{m}^3 (0.21 \text{ Ft}^3)\text{O}_2 \text{ per } 0.0283\text{m}^3 (\text{Ft}^3) \text{ air}} = 0.2694\text{m}^3 (9.52 \text{ Ft}^3) \text{ air required.}$$

If all the heat generated from burning one cubic foot of methane is recovered the high heat value is 1073 kilojoules (1012 Btu). Subtracting the heat lost through vaporization of water 107 KJ (101 Btu) gives a low heat value of 966 kJ (911 Btu).

The low heat value represents the energy from methane that is available to drive the engine. However, the engine cannot utilise the full low heat value of the fuel. Instead, it utilises the low heat value of the air/fuel mixture. Natural gas (NG) comprises approximately 95% methane and has a low heat value of 959 kJ (905 Btu). The amount of energy actually available to drive the engine in the air/fuel mixture can be determined as follows:

$$\frac{959 \text{ KJ } 0.0283\text{m}^3 (905 \text{ Btu Ft}^3)}{0.0283 \text{ m}^3 (1 \text{ Ft}^3) \text{ NG} + 0.2694\text{m}^3 (9.52 \text{ Ft}^3) \text{ air}} = 91.2 \text{ KJ per } 0.0283 \text{ m}^3 (86 \text{ Btu per Ft}^3) \text{ air/fuel mixture (1)}$$

Landfill gas (LFG) produced on landfill sites comprises approximately 50% methane and has a low heat value of 477 kJ 0.0283m<sup>3</sup> (450 Btu.Ft<sup>3</sup>) compared to a value of 959 kJ 0.0283m<sup>3</sup> (905 Btu.Ft<sup>3</sup>) for NG. One would therefore expect LFG to provide approximately half as much engine output as NG. However, it is the heat value of the air/fuel mixture which is important.

NG has a kJ of 959 (Btu 905) and requires 0.2694m<sup>3</sup> (9.52 Ft<sup>3</sup>) air for complete combustion. 0.0283m<sup>3</sup> (one cubic foot) of LFG only needs 0.1347m<sup>3</sup> (4.76 Ft<sup>3</sup>) air for complete combustion. The actual energy available to drive the engine using LFG can be determined as follows:

$$\frac{477 \text{ KJ } 0.0283\text{m}^3 (450 \text{ Btu.Ft}^3)}{0.0283\text{m}^3 (1 \text{ Ft}^3) \text{ LFG} + 0.1347\text{m}^3 (4.76 \text{ Ft}^3) \text{ air}} = 82.8 \text{ KJ per } 0.0283\text{m}^3 (78.1 \text{ Btu per Ft}^3) \text{ air/fuel mixture (2)}$$

When the values (1) and (2) for NG and LFG are compared, it is apparent that LFG provides 91% of the heat value provided by the air/fuel mixture when NG is used. Hence LFG is a valuable fuel source.

The present invention aims to provide a valve which does not suffer from the disadvantages of known carburettors and which can control the air/fuel mixture intake of an engine so that it can run on gaseous fuel sources even when the levels of fuel in the gas are low, and subject to frequent and significant fluctuations.

According to the invention there is provided a valve for controlling the air/fuel mixture supplied to a combustion engine comprising:

an air inlet and a gas inlet and a sensor to sense the composition of

the air/fuel mixture; wherein

the air and/or fuel inlet is operable to open or close the inlet in response to the sensor, and thereby controls the composition of the air/fuel mixture.

5

Preferably, both the air and fuel inlets are operable to open or close the inlets in response to the sensor to control the composition of the air/fuel mixture.

10 An embodiment of the invention in which only the fuel inlet is operable to open or close the inlet in response to the sensor to control the composition of the air/fuel mixture is suitable for use in engines having a dual fuel gas feed.

15 Preferably, the sensor is arranged to sense the composition of the air/fuel mixture indirectly by monitoring the oxygen levels in exhaust gas emitted from the engine, and to operate the air inlet accordingly.

Advantageously, the air inlet comprises an aperture and means operable  
20 to open or close the aperture gradually to vary the amount of air which can pass through the aperture and be mixed with the fuel. The means may comprise a butterfly valve. However, in a preferred embodiment the means to open or close the aperture comprises an iris. An iris provides a very fine degree of control of the size of the aperture opening between  
25 fully open and closed positions.

Preferably, movement of the iris is controlled by an actuator in the form of a plate. Operation of the actuator is dependent on the shape and length of a control peg crescent-shaped slots in the plate. The steeper and  
30 straighter the crescent, the faster acting the iris becomes, in other words

a small movement of the actuator causes a large movement of the iris. Preferably, the control peg crescent is curved more gradually so that a full movement stroke of the actuator is directly linked to the full movement of the iris between its fully open and fully closed position. The actuator  
5 could be linear, rotary, cable, or an hydrostatic actuator. Preferably the actuators' movement is controlled electrically.

The actuator is preferably an electrical stepper motor whose gears, preferably bevel gears, are connected to the iris actuator plate. Such an  
10 actuator is preferred because it can move the actuator plate very rapidly, thereby affording a very fine degree of control over the iris opening.

The iris controls the flow of air in relation to the oxygen content which is monitored in the exhaust gas. An O<sub>2</sub> sensor such as that produced by  
15 Bosch is suitable for monitoring the O<sub>2</sub> content of the exhaust gas. Preferably the O<sub>2</sub> content of the exhaust gas, which is the O<sub>2</sub> left over from combustion, is indicated as a 4-20 milliamp signal which can be interpreted by a control processor. The control processor signals the actuator to open or close the iris to keep the excess oxygen at a  
20 predetermined level. For example, the predetermined excess oxygen level may be 6%. If the sensor detects levels above 6% O<sub>2</sub> it will signal to the control processor which in turn will signal the actuator to close the iris until the sensor detects 6% O<sub>2</sub>. Conversely, if the sensor detects less than 6% O<sub>2</sub> in the exhaust gas it will signal the control processor which in turn  
25 signals the actuator to open the iris until the predetermined 6% oxygen level in the exhaust gas is reached.

Preferably the valve is also provided with a fuel level sensor, preferably a methane (CH<sub>4</sub>) sensor such as that sold by Isotech Ltd. CH<sub>4</sub> level  
30 sensing can take many forms including infrared colorimetry, in which an

output signal to the control processor of 4-20 milliamps is generated for a  $\text{CH}_4$  level change of 20% to 70%. A decreasing  $\text{CH}_4$  level results in a decrease in milliamp output signal and vice versa. For example, at 20%  $\text{CH}_4$  the output signal would be 4 milliamps, at 32.5%  $\text{CH}_4$  8 milliamps, at 45%  $\text{CH}_4$  12 milliamps, at 57.5%  $\text{CH}_4$  16 milliamps, and at 70%  $\text{CH}_4$  20 milliamps. The fuel sensor monitors the fuel levels in the fuel inlet and signals the control processor to open or close the fuel inlet as required.

10 Although when the engine is running normally the iris opening is controlled in relation to the  $\text{O}_2$  level detected by the sensor in the exhaust gas, during start up of the engine this is not the case. During start up, the  $\text{O}_2$  sensor will detect normal atmospheric levels of oxygen (approximately 20%  $\text{O}_2$ ). In this situation the control processor overrides the signal from  
15 the  $\text{O}_2$  sensor and takes a measurement of the  $\text{CH}_4$  level via the  $\text{CH}_4$  sensor. Based on this measurement the control processor signals the actuator to open the iris to a predetermined opening size to suit the air/fuel requirements. Once an engine speed above cranking has been attained the  $\text{O}_2$  sensor takes over control of the iris opening.

20

In a preferred embodiment the fuel inlet opens increasingly during start up until the air/fuel mixture achieves stoichiometry, that is, the ratio of air to fuel for complete combustion of the fuel. Alternatively, the fuel inlet can be opened fully initially and closed gradually until stoichiometry is  
25 attained. A disadvantage with the latter method is that the instantly rich fuel mixture will not be combusted fully so unburnt fuel will be present in the exhaust gases and this may lead to engine damage due to afterburn.

In a preferred embodiment, the fuel inlet comprises two plates each having  
30 one or more apertures therein. The plates are superimposed so that by

moving the plates relative to one another the respective apertures can be brought into and out of alignment with one another. Movement of the plates is achieved by means of an actuator. It is preferred that the actuator is a stepper motor connected to one of the plates of the fuel inlet  
5 as described above for the actuator of the air inlet.

When the apertures are substantially out of alignment the fuel inlet is "closed" so that only a small amount of fuel passes through it. As the plates are moved relative to one another their apertures move increasingly  
10 into alignment and the fuel flow through the inlet increases to a maximum in the fully aligned position. Conveniently, one of the plates is fixed and the other is movable.

Depending on the particular application, it may be convenient to allow  
15 relative movement of the plates between pre-determined positions, for example, closed, partially aligned and fully aligned.

In use, the valve of the invention is preferably positioned between the air filter and a conventional venturi upstream of the inlet manifold of the  
20 engine.

The venturi is preferably selected according to the nature of the fuel supply. For example when LFG is the fuel, the venturi is selected to allow the engine to work at methane levels within a fixed range of 50%  
25 methane + or - 5%.

When the rate of change in demand or loading of the engine increases suddenly, the oxygen sensor may sense that the oxygen level in the exhaust gas is too high and so close the iris of the air inlet. However, a  
30 rapid influx of air and fuel is actually required in such circumstances to



satisfy the increased demand.

5 The effect of increased demand on the engine can be likened to the experience of driving along a road in a motor vehicle in top gear and encountering a steep hill. However, the present engine has no gearing arrangement to compensate for the increased demand on the engine whose operation is controlled entirely by the air/fuel mixture supplied to it.

10 As the rate of change in engine demand increases the speed of the engine decreases. If the air/fuel mixture supplied does not compensate for this, the engine speed decreases further until the engine is overloaded and stalls. As engine stalling can take place in 2 to 3 seconds from the application of increased demand, there is a need for some form of rapid compensation when the rate of change in engine demand increases.

15

To remedy the above problem, in another preferred embodiment the valve further comprises demand relief means operable to allow an influx of air and fuel in response to a sudden increase in the load or demand of the engine. Conveniently, the demand relief means comprises a relief inlet in the form of a relief valve which is normally biased in a closed position, the relief inlet being in communication with an air inlet and a fuel inlet when opened. Increasing the load of the engine suddenly causes the iris to move to a closed position and results in a decrease in manifold pressure. With a decrease in pressure the relief inlet opens to allow a rapid influx of air. As, the relief inlet is also in communication with a fuel inlet, fuel is drawn into the relief air flow.

25

30

The relief valve may be a butterfly valve, but it is preferred that it is a diaphragm which is normally resiliently biased in the closed position.

Operation of the relief inlet results in a signal being sent to the control processor to signal the actuator to open the iris. As the rate of change in engine loading decreases, the pressure in the inlet manifold increases and the butterfly valve of the demand relief means is biased into its normal closed position and the air and fuel inlet arrangements take over to afford a finer degree of control over the air/fuel mixture, so the engine can run at its optimum efficiency.

When the air and fuel are operated via stepper motor actuators, the response to changes in the rate of change of engine demand is so rapid that the above relief means can be dispensed with.

The valve of the present invention constitutes a major advance in the art because it allows the composition of the air/fuel mixture entering the inlet manifold to be controlled within the optimum efficiency range of the engine, even if the level of fuel in the fuel supply is low, or fluctuates considerably.

Although, particularly suitable for use in an engine running on LFG, it is envisaged that the valve of the invention could be used to control the composition of air/fuel mixtures in engines run on other fuels such as hydrogen or NG.

Preferred embodiments of the invention will now be described, by way of example only, with reference to the following drawings in which:

Figure 1 is a schematic section through a valve of the invention;  
Figure 2 shows the iris of the air inlet;  
Figure 3 shows an individual shutter of the iris;  
Figure 4 shows the actuator plate for the iris;

Figures 5 and 6 show the plates forming the fuel gas inlet;  
Figure 7 shows a plate of the fuel gas inlet;  
Figure 8 shows a venturi; and  
Figure 9 is a section through another valve of the invention.

5

The valve of the invention shown in figures 1 to 7 comprises an air inlet 1, a fuel gas inlet 2, an oxygen sensor, a CH<sub>4</sub> sensor (both not shown), and a relief inlet 3. In use, the valve is positioned between an air filter (not shown) and a conventional venturi 4 upstream of the inlet manifold  
10 of an engine.

The air inlet 1 comprises an aperture and an iris 5 for opening or closing the aperture. In form and operation, the iris 5 resembles that used on a camera, although it is, of course, much larger and more durable in  
15 construction. As shown in Figure 2 the iris comprises six shutters 6.

Operation of the iris 5 is controlled by an actuator plate 7. The actuator plate 7 is formed with six crescent shaped slots 8a, one for each shutter 6 of the iris 5. Each shutter 6 is pivotable on a control peg (not shown)  
20 which is located in a slot 8a of the actuator plate 7 in the assembled valve.

It will be apparent that rotation of the actuator plate 7 moves the control pegs along their respective slots 8a and causes them to pivot to increase or decrease the size of the iris opening, as shown in Figure 2. A cable  
25 actuator acts upon the arm 7a of the actuator plate 7 to bring about rotation.

The actuator plate 7 is connected via a control processor (not shown) to an oxygen sensor which monitors oxygen levels in the exhaust gases  
30 emitted from the engine.

If the composition of the air/fuel mixture is too lean, the sensor detects increased oxygen levels (for example more than a predetermined 6% O<sub>2</sub>) in the exhaust gas and signals the control processor which in turn signals the actuator to rotate to close the iris 5, restricting the influx of air (A) and thereby increasing the level of fuel in the air/fuel mixture (to the predetermined 6% O<sub>2</sub> level). If the air/fuel mixture is too rich, the sensor detects this and signals the actuator so that the actuator plate is rotated in the opposite direction to open the iris and let more air flow in through the aperture of the air inlet to make the air and fuel mixture (MX) leaner.

10

As shown in Figures 5 and 6, the fuel gas inlet 2 comprises two plates 8, 9 each having apertures 10, 11 formed therein. The plates are superimposed and one of the plates 8 is fixed in the assembled valve so that rotation of the other plate 9 can bring the apertures 10, 11 of the two plates into alignment. The inflow of fuel gas is indicated by the arrows F in Figure 1.

As shown, the apertures 10, 11 in the plates 8, 9 of the gas inlet 2 are arranged so that they can be moved between positions in which they are substantially out of alignment; in partial alignment; or in full alignment. This movement is brought about by the action of a cable actuator (not shown) on the arm 12 of the plate 9.

When the apertures 10, 11 are substantially out of alignment the gas inlet 2 is "closed". However, a small amount of fuel can pass through because part 11a of the aperture 11 is always in alignment with the aperture 10, as shown in Figure 5.

During start up of the engine the apertures 10 and 11 are in full alignment. The control processor overrides the signal from the O<sub>2</sub> sensor

in the exhaust and signals the actuator to open the iris to a predetermined opening size in response to the level of fuel in the fuel inlet which is signalled by the  $\text{CH}_4$  sensor.

- 5 When the engine fires and a speed above cranking is achieved the plate 9 is rotated by the actuator to bring the apertures into partial alignment, which is the optimum position to achieve efficient engine output at a given fuel level. If the level of fuel in the supply falls below a predetermined level the  $\text{CH}_4$  sensor detects this and signals the control processor which  
10 in turn signals an actuator to rotate the plate 9 bringing the apertures into full alignment, the maximum opening of the fuel gas inlet 2.

- It should be noted that the  $\text{CH}_4$  sensor and  $\text{O}_2$  sensor mediated controls of the air/fuel mixture composition are independent of one another apart from  
15 the start up conditions where the iris opening is set initially in response to the signal from the  $\text{CH}_4$  sensor. The fuel inlet control and air inlet controls are therefore separate, but complementary control systems.

- The butterfly valve 3a of the relief inlet 3 is normally biased in the closed  
20 position shown in Figure 1. However, if there is a sudden increase in the rate of change in demand or loading of the engine, that is, when the engine's throttle (T) is opened to speed up the engine, the oxygen sensor may sense that the oxygen level in the exhaust gas is too high and signal the actuator to close the iris of the air inlet 1. To overcome this potential  
25 problem, the relief inlet 3 is arranged so that when iris 5 is in a closed position, the butterfly valve 3a of the relief inlet 3 opens to supply air rapidly. The relief inlet 3 also communicates with a small gas fuel inlet (not shown) when it is opened, so that fuel is also drawn into the relief air flow to satisfy the increased demand of the engine.

30

The relief inlet 3 is arranged so that on opening the butterfly valve 3a, a signal is sent to the control processor which in turn signals the actuator to open the iris 5 of the air inlet 1. As the rate of change in engine demand diminishes, the pressure in the inlet manifold increases. This causes the butterfly valve of the relief inlet 3 to be biased into its normal closed position and the air and fuel gas inlet control arrangements 1 and 2 take over to afford a finer degree of control over the composition of the air/fuel mixture to allow the engine to run at optimum efficiency.

10 A preferred valve of the invention is shown in figure 9, and the reference numerals are the same as those used previously where the features are the same.

15 In this embodiment the actuator plate 7 of the iris 5 is rotated by an actuator in the form of a stepper motor 13 connected to the actuator plate by a spur gear arrangement, as shown. Similarly, the plate 9 of the fuel inlet 2 is rotated by an actuator in the form of a stepper motor 14 connected to the plate 9 by a bevel gear arrangement. Either gear arrangement is suitable, though the bevel gears are preferred.

20 In the embodiment of figure 9 the relief inlet comprises an air inlet which is normally prevented from communicating with the fuel chamber Fc by a relief valve 15 comprising a diaphragm 16 resiliently biased in a closed position, as shown in figure 9.

25 In use, should the rate of change in engine demand increase suddenly and cause a decrease in pressure, the pressure of the air flow urges the diaphragm 16 against the bias so that fuel in the fuel chamber Fc can be drawn into the air flow. This action supplies a burst of air and fuel to prevent the engine from stalling before the O<sub>2</sub> and CH<sub>4</sub> mediated control

30

via the iris 5 and fuel inlet 2 responds to the change in engine demand.

It should be noted that the stepper motor actuators 13, 14 can function so rapidly that the relief inlet can be dispensed with. However, the  
5 incorporation of a relief inlet is beneficial for other actuator arrangements such as cable actuators which do not function as quickly as the stepper motors.

In use, the above valve of the invention is connected to an air filter 17 as  
10 shown in figure 9, with the stepper motor actuator of the iris housed inside the filter.

Although not limited to a particular fuel source, the valves of the invention are particularly suitable for use in engines operating on LFG  
15 evolved from landfill sites. For this application the size of venturi 4 is selected to operate effectively in the methane level range of 50% + or - 5%.

## CLAIMS

1. A valve for controlling the air/fuel mixture supplied to an engine comprises an air inlet, a fuel inlet, and a sensor for monitoring the composition of the air/fuel mixture; wherein the air and/or fuel inlet is operable to open or close the inlet in response to the sensor and thereby control the composition of the air/fuel mixture.
2. A valve as claimed in claim 1 wherein both the air and fuel inlets are operable to open or close the inlets in response to the sensor.
3. A valve as claimed in claim 1 or 2 wherein the air inlet comprises an aperture and an iris operable to open or close the aperture.
4. A valve as claimed in claim 3 wherein the iris comprises a plurality of shutters pivotable to increase or decrease the size of the aperture, movement of the shutters being controlled by an actuator plate connected to one or more of the shutters.
5. A valve as claimed in claim 4 wherein a shutter is pivotable on a peg located in a slot in the actuator plate.
6. A valve as claimed in claim 5 wherein movement of the peg along the entire length of the slot pivots the shutter from a closed to a fully opened iris aperture position.
7. A valve as claimed in any preceding claim wherein the fuel inlet comprises at least two plates each having one or more apertures, the plates being movable relative to one another to bring their respective apertures into and out of alignment with one another to control the flow of fuel



therethrough.

8. A valve as claimed in any preceding claim wherein the air and/or fuel inlet is operable by means of an actuator.

5

9. A valve as claimed in claim 8 wherein the actuator comprises a stepper motor.

10. A valve as claimed in any preceding claim wherein the sensor comprises an oxygen sensor for monitoring the level of oxygen in exhaust gases emitted from the engine.

10

11. A valve as claimed in any preceding claim wherein the level of fuel in the fuel mixture supplied to the fuel inlet is monitored by a fuel sensor.

15

12. A valve as claimed in claim 11 wherein the fuel inlet is operable in response to the fuel sensor to control the flow of fuel through the fuel inlet.

13. A valve as claimed in claim 12 wherein the oxygen sensor mediated and fuel sensor mediated controls are independent from one another.

20

14. A valve as claimed in any preceding claim further comprising a relief inlet adapted, in use, to provide a rapid supply of air and fuel independently of said air and fuel inlets, in response to a sudden increase in the rate of change in engine demand.

25

15. A valve as claimed in claim 9 wherein the relief inlet comprises an air and fuel inlet having a relief valve which is normally biased in a closed position.

30

16. A valve as claimed in claim 15 wherein movement of the relief valve signals the air inlet to open.

5 17. A valve substantially as described herein with reference to the accompanying drawings.

18. An air/fuel supply system for an engine comprising a valve as claimed in any preceding claim positioned between an air filter and a venturi.

10

19. An engine with the air/fuel supply system of claim 18 upstream of the inlet manifold.

<b>Patents Act 1977</b> <b>E. Examiner's report to the Comptroller under Section 17</b> <b>(The Search report)</b>	<b>Application number</b> <b>GB 9416062.9</b>
<b>Relevant Technical Fields</b>  (i) UK Cl (Ed.N)      F1B, G3N, NGE1, NGE1A, NGE1B, G3R, RBE72  (ii) Int Cl (Ed.6)      F02D 19/02; F02M 21/00, 21/02, 21/04  <b>Databases (see below)</b> (i) UK Patent Office collections of GB, EP, WO and US patent specifications.  (ii)	<b>Search Examiner</b> <b>R J DENNIS</b>
	<b>Date of completion of Search</b> <b>29 AUGUST 1995</b>
	<b>Documents considered relevant following a search in respect of Claims :-</b> <b>1 to 19</b>

**Categories of documents**

<b>X:</b> Document indicating lack of novelty or of inventive step.	<b>P:</b> Document published on or after the declared priority date but before the filing date of the present application.
<b>Y:</b> Document indicating lack of inventive step if combined with one or more other documents of the same category.	<b>E:</b> Patent document published on or after, but with priority date earlier than, the filing date of the present application.
<b>A:</b> Document indicating technological background and/or state of the art.	<b>&amp;:</b> Member of the same patent family; corresponding document.

Category	Identity of document and relevant passages	Relevant to claim(s)
X	GB 2270777 A (KOHLER)	1 and 8 to 10
X	GB 2014336 A (BEDFORD)	1, 11 and 12
Y	GB 0937626 (GREEN)	3 at least
X	GB 0600895 (BAINES)	1 at least
X	EP 0461081 A1 (M.T.M.S.R.L.)	1 and 10
X	EP 0319259 A2 (DRESSER)	1 and 8 to 10
X,Y	US 4638783 (DRESSER)	X:1, 2, 8 and 10 Y:3 and 7 at least
Y	US 4064857 (PLUNKETT)	7 at least

**Databases:** The UK Patent Office database comprises classified collections of GB, EP, WO and US patent specifications as outlined periodically in the Official Journal (Patents). The on-line databases considered for search are also listed periodically in the Official Journal (Patents).